

THE REPUBLIC.

WASHINGTON:

SATURDAY MORNING, AUGUST 27, 1853.

TO OUR SUBSCRIBERS.

The undersigned have disposed of the *Republic* to Messrs. Wm. M. Burwell & Co., by whom it will hereafter be published.

The Book and Job Printing will be continued by the undersigned, who will execute all orders in their line, as heretofore.

GIDEON & CO.

AUGUST 27, 1853.

NOTICE.

The subscribers having purchased the interest of Messrs. GIDEON & Co. in the *Republic*, propose to publish a weekly paper under the same name, according to the terms and principles announced in the subjoined prospectus.

As it will not be consistent with the purposes of the proprietors to continue the *Daily Republic*, it will be discontinued from this date. All balances due its subscribers will be paid on application, or to their order.

WM. M. BURWELL & CO.

WASHINGTON, August 27, 1853.

Prospectus of the Weekly Republic.

The subscribers having purchased the interest of Messrs. GIDEON & Co. in this paper, have determined to establish at the seat of the Federal Government a weekly paper under the editorial control of W. M. BURWELL, of Virginia, and according to the following synopsis of doctrine:

The maintenance of the rights of the States as indispensable to the permanence of the Union.

The restriction of the Federal Government within the limits of the Constitution and the honest administration of its departments.

The maintenance of the Compromise law as a solemn and final settlement of the questions which it involves.

The maintenance of a foreign policy which will protect national honor and individual rights.

The acquisition by honest purchase of such territory as the growing wants of the nation may require, without any Federal restriction upon the rights of property therein, and with the unqualified right in the citizens thereof to establish State governments, and demand admission as equal sovereign members of the Confederacy.

Since no friendship, personal or political, can be permanent unless based upon independence and equality, the *Republic* will advocate the more uniform diffusion of the constitutional elements of power throughout the Union. The balance of sections will thus be preserved, not by protest or constitutional construction, but by something like equality of population, commerce, industrial skill, and available capital. This will imply the advocacy of Southern development, the encouragement of immigration, and the transfer of capital and enterprise into the Southern States, the connection of Southern seaports with the productive interior of the West and Northwest, their participation in the trade just opening with the rich regions of Southern America, and the dawning commerce of the African and Asiatic Pacific.

The promotion of intercourse and the restoration of harmony between the two great sections will constitute the strongest bond of Federal union, the surest guarantee against foreign intervention, and will so interweave our social and pecuniary relations as to render rivalry, oppression, or separation impossible.

In the execution of the purpose indicated a paper must be placed beyond the reach of power or party; it should be based upon the broad substratum of popular support. The proprietors of the *Republic* ask neither alms nor stipend. They offer a cheap medium of information. The foreign and domestic news—an impartial review of measures pending before the Government—a weekly condensation of the public gossip, none the worse perhaps of a few days' filtration—such literary selections as may be interesting or improving. To effect their objects, they ask such patronage as may be consistent with the interest and approval of the public, and with this they will endeavor to verify the professions of their prospects.

TERMS: Two dollars per annum, payable in advance. The first number to be issued on the 15th October, 1853.

WM. M. BURWELL & CO.

WASHINGTON CITY, August 27, 1853.

Lord John Russell's Life of Charles J. Fox.

It is impossible that any American can estimate correctly the vast influence which the opposition to the administration of Lord North exerted in behalf of the infant efforts of the colonies. When we read the daily battles which occurred in Parliament, when we see that the cause of the Americans was maintained to be the cause of Englishmen, and that the tyrannical principles of George the Third were opposed because they might next be employed for the subjugation of his own more immediate subjects, we become convinced that the Whig opposition to the divine right and passive obedience doctrines of the Tories, was one of the chief causes of American success. It divided the councils and impaired the potency of the British government, whilst it encouraged the colonists by placing their efforts upon the high ground of civil and religious liberty.

No one can read the life of Fox, compiled by a Whig statesman, without seeing that the eloquent advocacy of Fox, Burke, and Barre, was worth more to America than the arms of France or the money of Holland.

We should commend the careful perusal of this work with the sequent volumes as they shall be published, as constituting the most important and authentic materials for the study of revolutionary history.

* For sale by TAYLOR & MAURY.

LITTELL'S LIVING AGE, No. 434, received from the publishers. This number contains the high reputation of this most excellent publication.

Comparative Routes to the Pacific.

It is obvious that the political difficulties which surround the organization of a railroad to the Pacific may be more easily adjusted than the question of its location.

The elements of political and commercial power which it involves already manifest those jealousies which are inevitable. New Orleans, Savannah, and Charleston advocate a route in connexion with their own interior lines. Norfolk, Richmond, and Nashville united in the same interest. Louisville has decided on a connexion with Memphis. Baltimore seems inclined to advocate the St. Louis route. The cities North will of course do the same, except that there is some doubt as to the capitalists of New York, who will prefer the route offering the highest pecuniary inducement.

There is much difficulty in determining upon the most eligible route at present, as there have been no surveys of location. Those routes which have been examined by EMORY, FRÉMONT, and others, present but barometrical profiles; they have never been accurately chained and leveled, and of course no data exist which would furnish even an approximate estimate of the actual earth work or mechanical structure; still less can it be even predicted how much any of the routes would cost per mile, since the cost would be compounded of elements scarcely entering in other countries into the estimate, though constituting in this case the most expensive constituents of cost.

We give an illustration: Within the States a road can be put under contract at one time, and the labor and supplies may be furnished with equal facility along the whole line. A railroad to the Pacific can only be constructed like a tunnel—it must be worked from each end. The cost of delivering supplies and material upon the interior sections would be so great as to defy the calculations of the contractors, whilst the rails could only be delivered by the road itself, unless at a cost of carriage which would make iron almost as precious as silver.

There are then no materials existing which will enable any honest engineer or contractor to express an opinion upon the best route or the probable cost of construction; nor could any contractor guess within twenty thousand dollars per mile how much it would cost to make and iron a section of railroad between El Paso or Albuquerque and the head of the Gila, or between the valley of the St. Louis and the Cochato Pass. The attempt to estimate the probable cost by that of similar works in the United States, would be like comparing the cost of digging gold in California with that of digging cellars in Washington City. The actual cubic excavation might be identical, but there would be a wide difference in the result.

The advocacy of a special route is therefore *ex parte*; the opinions expressed are based upon considerations of climatic or commercial inducement, upon incidental advantages of military defence or of popular accommodation, and upon local interests. They cannot be based upon such a knowledge of facts as would justify either the Government or individuals to prefer one route to another. We have, however, some speculations upon the subject, and desire to offer some observations upon the comparative surveys, more for the purpose of preventing the organization of interests upon sectional routes than with the confidence that we possess the material for a decisive opinion. We may say, however, that we have read all the reports and examined all the maps in connexion with the subject, and give the general result of our observation.

We premise that we have great faith in the engineering of nature; we do not doubt but the savage and the buffalo will make the war-path and the trail along the most favorable ground which is accessible. But we have another more infallible guide; it is the tendency of water to obey the law of gravity, and to flow from a higher to a lower country. According to this test the crossings of the more northern passes must present a higher level than any other; because it is said that the Columbia, the Colorado, the Missouri, and the Rio del Norte here take their rise, and flow in different quarters to the ocean; whilst the southern route crosses three of these streams where they are fit for navigation. Accordingly we find the elevation of the South Pass placed by Colonel FRÉMONT at 7,490 feet above the ocean.

The exact height of the Cochato Pass we do not know. It is less than that of the South Pass; but we can readily get from the report of Mr. EMORY a cross-section, running parallel with the Rocky Mountains, and in part identical with the Cochato route. This will show the general elevation of the country, and indeed the summit elevation which must be encountered upon that pass presents more physical obstacles than the more southern routes. It will be remembered that Mr. EMORY traversed the country from Bent's Fort, lat. 38, lon. 103, to Santa Fé, and down the Rio Grande to about the thirty-fifth degree of north latitude, where he crossed by way of the Copper Mines to the Gila river, and down that stream to its junction with the Colorado.

This route then will show the general elevation of the country, across which either the South Pass or the Cochato routes must pass. We infer, therefore, that these routes do not present merely the obstacle of heavy grades at a single point, but that the general elevation of the country will constitute a heavy charge upon the commerce crossing it.

The elevation of the lower crossings at or near El Paso has been given by Colonel GRAHAM, as also by WISLIZENIUS. The one makes it 3,700, the other 3,800 feet above the sea.

The country intermediate between the Rio Grande and the Gila has been surveyed, but the results have only appeared upon the less favorable route by the Copper Mines, which shows a summit level of from 6,100 to 6,300 feet; but it is said these elevations may be avoided by a more direct line. We may here express our regret that this route has not been surveyed with the others. Does the Administration think that the existing materials are adequate for a fair comparison? Or was the

survey postponed because of its apprehended influence upon our negotiations with Mexico? If the former, it would have been well to put all the materials before the public, that they might have their influence upon the public opinion. If the latter be the cause, the postponement is unnecessary, because long since the government organ of Mexico has published that "the new American Minister, Mr. GADSDEN, would come empowered to offer an indemnity for the Mesilla Valley, as also for any other portion of territory in the Valley of the Gila which it may be necessary or desirable for the American Government to possess for the construction of a railroad from the Mississippi to the Pacific." So Mexico knows all about it.

We think that even with the meagre materials which exist, with no means of equating the comparative distance by the gradients and curvature—with still less of comparing the actual earth work or mechanical structure—that the difference in the summit level and general elevation of the southern route gives it an immense advantage. For all know that the cost of constructing, maintaining, and working a railroad over summits is proportionate, and that every degree of departure from a level must be a perpetual charge upon transportation. So that, distributed as these summit elevations may be—along any length of line—they are still to be overcome and paid for. Adding therefore to the positive advantages of summit presented by the southern route, the advantage that it will be accessible for supplies from the Rio Grande, the Colorado, and the Gila, and the signal advantage of a milder latitude, we are inclined to think that it presents more favorable inducements to the Government or to capitalists than either of its competitors. At all events, whilst we do not commit ourselves absolutely to this route, unless it shall be found to present more advantages than any other, we hope for a suspension of opinion until it can be placed fairly before the public.

Naval Reform.

There has much been said and written concerning the reorganization of the naval service, much by men wholly unacquainted with its wants, and much by men who, though they should be acquainted with that service, have been swayed by private interest, or, taking it as a political subject, cared little whether the naval service were benefited or otherwise as long as their ends were accomplished.

There can be no doubt but there is a necessity for reorganization; first, the navy has been crippled by the abolishment of many of the laws for its government without the substitution of any to fill their place. The old laws were compiled at the time our navy first sprang into existence, and are by no means adapted to the wants of the present day. The abolition of corporal punishment as a fact themselves plainly demonstrate has injured the efficiency of our vessels-of-war, and is at the present time one cause of the difficulty experienced in shipping men to man our national vessels, for the best seamen will not serve where they are not only obliged to do their own work, but in addition that of a set of skulking vagabonds, (always found in a man-of-war,) who fear nothing but the lash, and prefer confinement to exposure and work.

There are many officers of the navy who are incapacitated from service, but having done good service to the country should be honorably retired, making room for those able to perform active service. There are also those whose standing is such as to disqualify them from receiving commands. Means should be devised for placing such men at least out of the line of the service and supplying their places with officers of character and standing; and no officer, whose standing is not good on the records of the Navy Department, should ever be promoted to the higher grades.

For all purposes of detailing and ordering officers, a navy officer, as adjutant, should be attached to the Navy Department, who, besides relieving the Secretary from this care, would, by his knowledge of the personnel of the navy, be better able to assign duties in accordance with the aptness of officers for certain duties.

The Secretary of the Navy should convene a board, carefully selected from the three higher grades of the navy, to form a plan of reorganization, naval laws, &c., and submit such to Congress. Congress should put a stop to this system of repairs expended on old vessels—vessels in every manner behind the age, and frequently requiring the same amount of expenditure to render them seaworthy as it would require to build an entirely new vessel, superior (from the improvements in naval architecture) in every respect. As soon as these old-fashioned craft require above a certain amount in repairs, they should be sold or broken up, and new vessels bearing the same name constructed to fill their place, and new vessels to be built with white instead of live oak frames, run until extensive repairs are required, then sold or broken up and new vessels built. Would not this be a saving of expense, with the advantage of keeping pace with the latest improvements?

More steamers should be built, and for active and efficient service, propellers, not to exceed fourteen hundred tons; and to guarantee exemption from continued accidents which have occurred to the machinery of our steamers made by contractors, there is an urgent necessity of a national foundry sufficiently extensive to furnish the requisitions of the naval service, and from which work could be turned out which did not require these continued repairs, which probably in a very short time amount to as much as the cost of the machinery, not to speak of the vessels being so constantly incapacitated from performing their service through these accidents.

DEATH OF PURSER TERRY.—We regret to learn that Purser Joseph H. Terry died, at his residence in New York, on the 21st instant. He was one of the oldest pursers in the navy, having entered the service in June, 1815. Ill health had prevented his active employment for a number of years; he having returned from his last cruise in 1848.

NEW YORK WHIG STATE CONVENTION.—The Albany State Register says most of the members of the Whig State Committee were in session in Albany on Monday. It is understood that they have resolved to call the State Convention at Syracuse, on Wednesday, the 5th day of October.

THE CITIZENS OF ST. LOUIS, Missouri, on the 19th instant, at an election held for the purpose, authorized a subscription of \$500,000 for the North Missouri railroad, and a like amount to the Iron Mountain railroad; also a loan of \$300,000 for wharf improvements.

Heroism.

"She died this morning in the Charity Hospital, a victim to her exertions in the cause of suffering humanity."

The New Orleans *Picayune* says this of Sister Octavia McFadden.

We are not going to write an epitaph, a biography, or a labored eulogy on this Sister Octavia, or of the many Sister Octavias in the distressed city of New Orleans or elsewhere. This simple but emphatic statement of her heroism is enough: "She died this morning in the Charity Hospital, a victim to her exertions in the cause of suffering humanity." Let no other inscription, with the date added, than this be placed over her grave.

Nor will we discuss the merits or evils, social or otherwise, of such religious institutions as that to which this lady belonged. The elevated principles of philanthropy, as laid down and exhibited in the doctrines and life of Christ, acting upon our common humanity, is here beautifully exemplified. It is human nature sustained by Christianity. And, doubtless, there are sisters—sisters of humanity—who are not sisters of any religious order, who have the same blessed heroism.

Our object is rather to draw a moral from this statement, and to make some observations on what is truly heroic and on what is often thought to be heroic. In this age of hero-worship, when the mere prestige of the name of a departed military conqueror was sufficient to place a nephew of that chief on the imperial throne of France, and when in every country, barbarous or civilized, the first honors are given to those who are bravest at the cannon's mouth, we would inquire who are the truly brave, and who the greatest heroes? And in this country of hero-worship—our own free, enlightened, and glorious America—glorious by the triumphs of industry and the arts of peace, more than by war—in this country, where soldiers are made prisoners for their bravery, and where such men as General Bellicose lead the public mind captive with their magnificent schemes of glory and grandiloquent military language, we ought to know who are the really brave and heroic. Tell us, you Emperor-General Bonapartes, you President-Generals, and you Judge-General Cushings, which are bravest, the most heroic, the man who fights in the midst of the din and clang of arms, his senses drowned by the sound of martial music, and his soul inspired by the hope of honors and rewards; or the Sister Octavias who walk in the region of death and face the dreadful enemy in the poisoned atmosphere of a New Orleans hospital. Tell us of your Arcolas—of your Buena Vistas—of all your military heroisms, and we will point you to the noble woman who leans over and breathes the infecting air of the dying at the Howard Hospital, who braves the terrible yellow fever to relieve the suffering, and to assuage the last moments of the dying; we will point to her who has no hope of earthly reward or honor, who dies unheeded of her charitable labors, and who shows you where is true bravery.

To see the honors paid to the worship of military renown in all ages and at the present day in America; to watch the development and growth of this sentiment, one would think there is nothing else worthy of honor in the world. The very children in the streets make military exercises their pastime, and the boys of different parts of a city form themselves into opposing armies and often have real battles. This is the result of a vicious education, and of a dangerous state of things engendered upon our political and social system. We have more generals and military titles persons than all the world beside, and nothing to fight except a few miserable Mexicans, unless, alas, in the absence of other materials to gratify this growing warlike spirit, we turn to disunion and fighting each other.

We do not deprecate our admirable system of a citizen soldier; nor the encouragement of a patriotic, brave spirit in the youth of our country. It has been, and may again be, required to defend our territory and our honor. The fostering that spirit has enabled our citizens to do good service, and to distinguish themselves in a good cause; and we would be the last to discourage it within its proper sphere and influence. But now that it is pushed beyond its proper limits, and enters too much into our social and political life, and is calculated to be dangerous under the controlling influence of such men as General Bellicose and General Glory, we would have our brave and honest citizens understand the true nature of military heroism and of those other kinds of heroism which are not military, and which are not a whit less heroic. See those Sister Octavias, see those hardy sailors, who, when the great master of the deep struck their boat and split it in two and plunged them in the sea, took no other and perilled their lives to capture the leviathan; see the mountain pioneer who braves the Indian tomahawk and all the uncertainties and miseries of the wilderness; and see the millions of poverty-stricken men and women who toil from early morn till late night, and struggle with life-long difficulties, and then say if there is not other bravery and other heroism worthy the highest honor. Let us look at facts; let us comprehend the age in which we live, and repudiate the spirit inspired by the studies in the schools called classic, and the spirit of the barbarous and medieval ages, and be morally brave in all the relations of life, and we shall always be physically brave when our country requires it.

Senator Atchison on the Pacific Road. We cut from the St. Louis *Democrat*, the great organ of the Benton party, the following notice of Senator Atchison's speech on the Pacific Railroad.

The *Democrat* copies it without comment from the local paper. It manifests, perhaps, a symptom of a desire on the part of the "Hards" to bury the hatchet on former differences, and unite with Colonel Benton on the Pacific Railroad question.

"On Saturday last Senator Atchison spoke in this place to a large and attentive audience. The subject of this speech, as set forth in the notice, was the 'Central Railroad to the Pacific,' and 'Nebraska Territory.' Mr. Atchison expressed himself fully on these two great subjects, and to the entire satisfaction of his hearers. His position in regard to the central route to the Pacific was such as met with the approbation of all parties. He was in favor of it, and the mouth of the Kansas, or St. Joseph, as the starting point. His views in regard to the organization and settlement of Nebraska were those, we believe, he has always entertained. Throughout his speech, when he had occasion to speak of Colonel Benton, it was generally done in a respectful manner, quite different from what has frequently been the case.

"The ladies, too, seemed to be aware that he was a teacher without asking any questions; that he was about building a handsome private residence on a beautiful eminence up here in Platte; thought that he was good looking, and made a sensible speech.

"Mr. Atchison has presented us a copy of his speech for publication, and in our next issue we expect to lay it before our readers.

[Parkeville Luminary.]

In the announcement yesterday of the balloon ascension at Shannondale Springs, the day on which it is to take place was incorrectly stated. The ascension will take place on Thursday next, the 1st of September.

WASHINGTON GOSSIP.

WASHINGTON, August 26, 1853.

The President is now understood to have positively decided not to keep his original intention of appointing Mr. Dix to the French mission. Hon. F. B. Cutting, of New York, a distinguished lawyer, and a member elect to the next Congress, is spoken of for the place, and is quite likely to secure it. He was in Washington a few days since, had a conference with the President on Tuesday last, and left the same evening for New York. He is understood to have intimated that he will accept the appointment if tendered; but I am not able to vouch for the latter statement. The Cabinet had a meeting to-day, but, as Mr. Marcy did not attend, it is not likely that the mission in question was subject of discussion.

I was not wrong last evening in doubting the story that Major Weightman had quietly submitted to the indignity said to have been offered him by Lieutenant Thomas in New Mexico. I have since seen the card published by the latter, from which it appears that he insulted Major Weightman, who resented it immediately by striking him. Thomas made no resistance at the time, but subsequently sent Weightman a challenge, which he refused to receive—hence the posting. It is only just to the Major that the real facts in the case should be known here, where he deservedly has so many and so warm friends.

A city contemporary, in its edition of the 24th instant, fell into several serious errors, if I mistake not, in endeavoring to excuse the course of Messrs. John P. Brown and H. A. Homes in 1851, with reference to the American Consulate at Constantinople. Your contemporary surely did not intend to do an injustice, but must have been misled by some interested party.

It will probably be a little surprise to learn that Mr. Francis Dainese was not acting for any absent consul in 1851, but that he was the acting United States Consul, recognised by and under the direct orders of the Department of State. That the attempt by Messrs. Brown and Homes to drive him out of his consulate was an unqualified act of official treachery, and that it was so considered and condemned by the honorable Secretary of State of the United States, who refused to recognise any other person than Mr. Dainese as acting consul, and continued recognising him so until he promoted him to a full consularship. That the former Consul at Constantinople did not leave that city on leave of absence in the year 1851, but that he left in the year 1849 upon a six months' leave, and never returned; and that the consulate remained under Dainese's exclusive direction. That Mr. Dainese is not now nor ever was an Austrian subject.

Your contemporary, upon inquiry, will learn that even if an Austrian subject had been holding the office of American Acting Consul in a Turkish city, the fact of his holding that office would, according to the laws and usages of Turkey, place him under the protection of the American flag, and therefore the application, by the subordinates of the American legation to the Austrians, would be a discredit to themselves, a prostration of their offices, and an acknowledgment of national impotence. Mr. Webster's condemnation of the course of Messrs. Brown and Homes, and his promotion of Mr. Dainese, make it an established fact that Brown and Homes acted wrongly, which will hardly be denied by any one, I should suppose.

The Hon. Hiram Walbridge, of New York, is now in this city, and it is understood is about making a trip to California prior to the meeting of Congress, partly for pleasure, but more to inform himself with reference to the condition, resources, and prospects of that country, that he may be able to vote intelligently next winter, when the Pacific railroad, China steam-lines, and other projects looking to a closer union with our Pacific possessions, and the development of a new commerce with Asia, shall come up for discussion. Mr. Walbridge is an eminently practical man, and bids fair to make an efficient and a useful member.

Edmund Flagg, esq., who some years since filled the post of United States Consul at Venice, has been in the city for sometime past. He has in press a "History of Venice," which will probably be out in the course of two or three weeks.

J. H. Durham, a New York Democrat, has been removed from a \$1,200 clerkship in the Sixth Auditor's office, for violation of the rules laid down for the clerks in that bureau. Caleb S. Horton, of Indiana, was promoted to his desk, and R. F. Queen, of this city, was appointed to the \$900 desk vacated by Mr. Horton.

ZKE.

We have received, in a new dress and greatly enlarged, the St. Joseph Valley Register, published at South Bend, Indiana, by Schuyler Colfax. The Register has now been published eight years, and is Whig in politics. It is the largest paper published in Indiana, and the enterprise which has ever characterized it reflects great credit upon its talented editor, and the public spirit of Northern Indiana. The power press on which the Register is now printed is the only one of the kind west of Lake Erie, and is of the latest patent.

CALIFORNIA EDITORS.—James D. Whelpley, esq., formerly editor of the late *American Review*, in New York, is at present one of the editors of the San Francisco *Commercial Advertiser*. Edward A. Theller, of Canadian revolutionary celebrity, is editing the *Daily Public Ledger* in San Francisco.

DECREASE OF THE POPULATION OF ENGLAND.—In the London correspondence of the New York Tribune we find the following statement:

The lately published population returns prove the slow but steady decrease of the population of Great Britain. In the quarter ending June, 1853, the number of deaths was.....107,861 While the number of births was.....158,718

Net increase of births.....50,857 as far as the registered districts are concerned. The excess of births over deaths in the United Kingdom is assumed to be.....79,800 Number of emigrants during the quarter.....115,359

Excess of emigration over increase of births.....36,159 The last return showed an excess of emigration over births of only 30,000.

EXTRAORDINARY DEVOTION OF A MOTHER TO TWO INSANE CHILDREN.—The Hagerstown (Md.) Herald records the death of Mrs. Nourse, an old lady at the almshouse in that town, and adds:

"About forty years ago a son and daughter of the old lady, both insane or idiotic, were brought to the almshouse of this county. Soon afterwards the mother left her home, and those of her children who were able to take care of themselves, took up her residence at the almshouse with her afflicted and helpless offspring, and watched over them and ministered to their wants, as a mother only can do, until the bodily and mental infirmities attending the aged disqualified her for a longer discharge of this noble duty. She was worth about ten thousand dollars in her own right when she thus immured herself in this unattractive building, but she cheerfully surrendered all the comforts and enjoyments which such pecuniary competency afforded—severed the ties of friendship and gave up the pleasures of society that she might bestow a mother's love upon those who most needed it. What a proof of the intensity of that love! What a fact for the records of Heaven!

From the Union of yesterday.

French Mail via England.

Complaint having been made to our Post Office Department that the French mails, and particularly French newspapers, were detained in England, so as to be forwarded by British instead of United States steamers, the Postmaster General brought the subject to the notice of the British post authorities, and has received from them the following answer, which has been handed to us for publication:

GENERAL POST OFFICE,

LONDON, August 9, 1853.

Sir: The Postmaster General having had under consideration your letter of the 7th ultimo, with its enclosures, I am directed by his Lordship to inform you that he has made inquiry respecting the alleged preference shown by this Department to the British contract mail packets, in despatching by them newspapers from France intended to be sent by the United States mail packets, and that he is convinced there is no foundation for such a complaint.

The newspapers from France for the United States are made up in France by the French post office in closed mails, and such mails, when specially addressed to be forwarded by British packet or by United States packet, are despatched according to their direction; while in those cases where no special address is put on them the mails are forwarded by the first packet leaving England, whether under contract with the British or the United States Government.

I have the honor to be, sir, your obedient humble servant, J. MABERLY, To the Postmaster General, &c., &c., &c., Washington.

The Pestilence at New Orleans.

The New Orleans papers of the 20th have reached us, from which we make the following summary of incidents:

Twenty physicians publicly offer their services gratuitously, at the call of the Howard Association.

Two printers—Octavius G. Cautley, a native of Alabama, engaged in the Delta office, and Thomas McElroy, a native of Pennsylvania, aged 30 years—died on the 19th of yellow fever.

The Delta, in noticing their deaths, says:

"These are the first deaths among the craft we have been called upon to record, and we need scarcely say that we sincerely hope they may be the last. Many of them are now sick; some have recovered, and are about again. The sick among them are well cared for, as their brethren spare no pains to comfort them and assuage their sufferings."

The following we take from the *Picayune*: "Past Office Hours.—In another column will be found an advertisement from Postmaster Kendall, to the effect that hereafter, during the prevalence of the epidemic, the post office will close daily at 4 p. m. No one, we suppose, will make any objection to the change. The postmaster says in a note to us written yesterday: "Three of our clerks have the fever, and we are actually liable to a complete interruption in mail matters. It is absolutely necessary that our clerks, who work from half after 5 a. m. until 6 p. m., should have time for their meals. Two of our principal clerks have eaten nothing since daylight this morning."

WORTHY OF Imitation.—We heard yesterday of a lady, now stopping at one of the Lake Shore watering places, who, on learning the number of children made orphans by the present sickness, wrote over to her husband in the city to select one of them and send it over, she promising to raise it as one of her own family. If every lady in town, whose means would admit of her thus taking charge of a child and adopting it as her own, would do this, the fever would not, what misery would it not alleviate?—*True Delta*.

We were informed on good authority last evening that the cases of fever in the city infirmaries were less malignant and less numerous than they have been for some days past. We trust this may indicate a tendency to decline in the epidemic.

[Picayune.]

THE PACIFIC RAILROAD.—A NOVEL IDEA.—A writer in the *Scientific American* proposes to build the great Pacific railroad, not on the ground, but about eight feet above it. He would have the whole distance piled, and on those piles he would place the roadway. The idea is a novel one, and a railroad could be built on a route where, on this plan as on any other, we do not see what is to prevent the pile-driver from triumphing over the barrow and pick-axe, grant that there be no objection to the strength and longevity of such a road, and it possesses advantages that place it far in advance of any other mode of construction.

In the first place, it would be free from water, and it would never become obstructed by snow-drifts; thirdly, it would be somewhat springy in its nature, and thus allow locomotives to make better time with less wear and tear than the experience on roads made perfectly solid. That a road built on piles can be rendered practically, is shown by the Hudson river Railroad people, between Albany and New York there are some twenty miles over which the rails are laid on piles. Just below Hudson there is one single stretch of upwards of four miles. This portion of the road wears as well as any other; while its entire freedom from dust makes it one of the most pleasant places of the whole route.

The projector of the pile road proposes also another improvement. Instead of placing cars above the rails, he intends to let them hang between them. By means of a properly-shaped axle this is very easily done, and when it is done one hundred miles an hour can be made without any fear whatever that the cars will fall from the track or bring up in a gravel pit. A road built upon piles, the *Scientific American* says, can be constructed for \$10,000 per mile. If this be so, it would make the whole cost of the New York and San Francisco railroad less than thirty millions of dollars, which is some seventy millions of dollars less than a road can be built for on any other known plan. A road resting on piles would have very little grading to do. Where the land declined, the level could be preserved by driving the piles a smaller distance into the earth; where the land ascended, the same level could be preserved by driving the piles into the soil an increased distance.

TEARING JEALOUSY.—Fanny Fern says it is provoking for a woman, who has worked all day at mending an old coat of her husband's, to find a love letter from another woman in its pocket. We should think it might be. A married lady of our own city, a morning or two since, while overhauling a vest of her liege lord's, discovered a mysterious bill for a silk dress therein, which she had never worn, and a board bill for some one that she thought he had not ought to pay. The effect was that a large and wakeful jealousy was aroused in her mind; and a determination formed to watch his movements closely. On Tuesday evening, about seven o'clock, the lady and her sister traced the deceiver to a